

SAN BRUNO

downtown and transit corridors plan

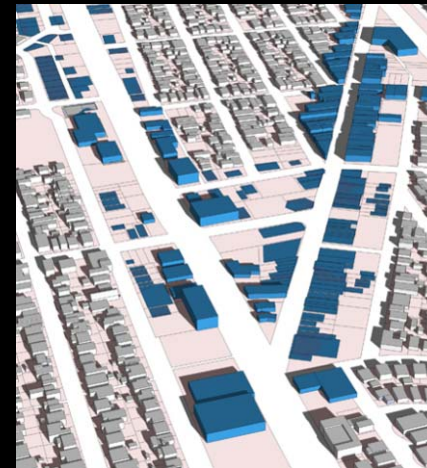
Steering Committee Meeting #5

Preferred Plan Concept

September 9, 2009



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Agenda Overview

- Planning Process Update
- Preferred Plan Concept
- Catalytic Opportunity Sites
 - Design Concepts and Feasibility Analysis
- Next Steps

Process Update

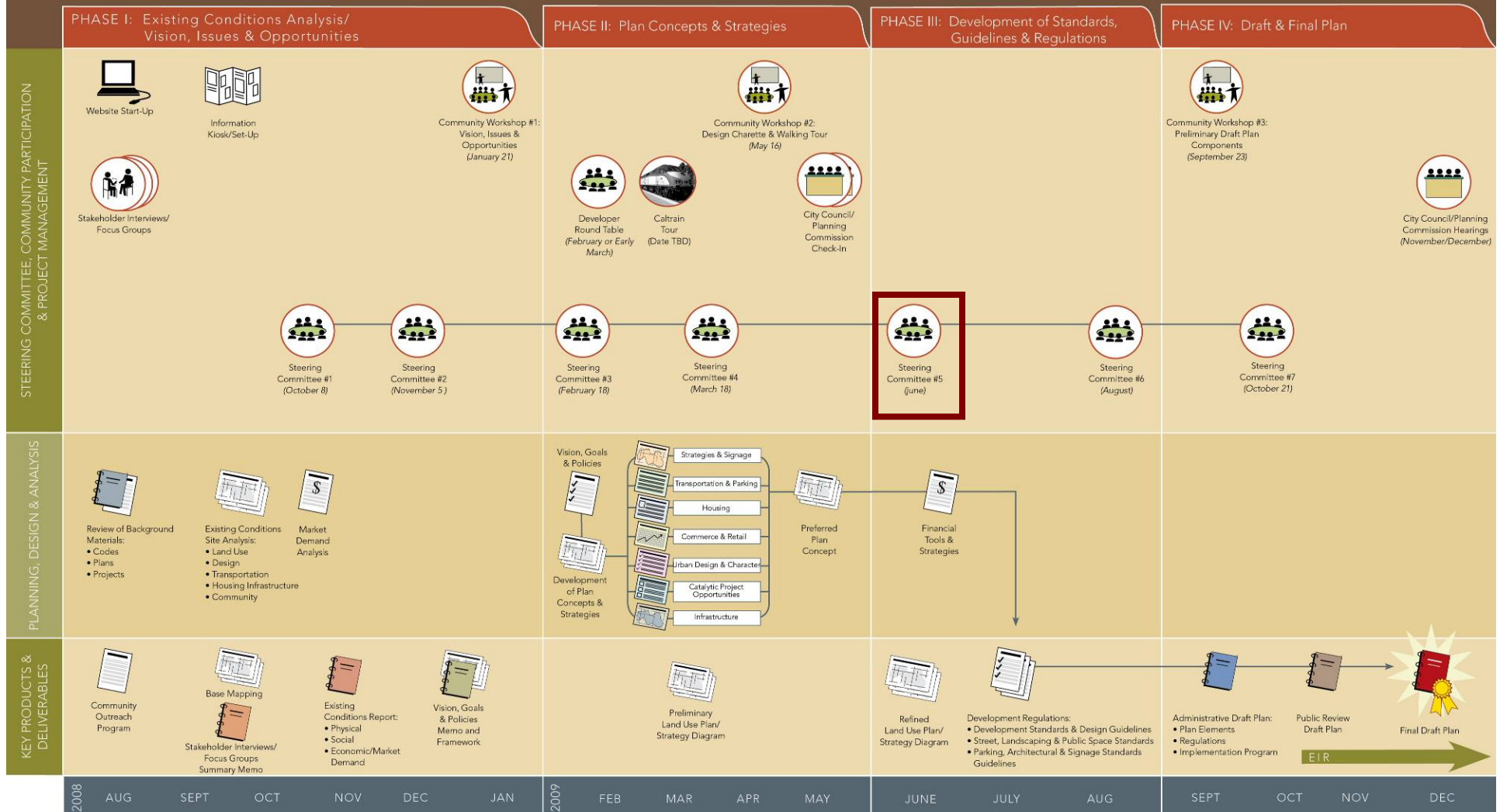
Project Process

CITY OF SAN BRUNO



downtown and transit corridors plan

PROCESS SCHEDULE
MAY 2009



Community Engagement

- Steering Committee Meetings
- Community Workshops
- Latino Outreach Event
- Developer's Roundtable
- Department Heads Sessions
- RDA/PC Check In







SAN BRUNO AVENUE

Land Use - Commercial, U.U. + other - CREATIVE / ARTS - PARKS + PLAZAS - OFFICE + RETAIL	Building Heights - LOW-RISE, 3-5 STORIES - 10-15 FT. TYPICAL
Design Characteristics - GOOD STREETS FOR - VISIBILITY	Public Realm - CONCRETE / PAVED - COOL, BUT NOT TOO - HOT - PARKS + PLAZAS - PARKS + PLAZAS

In one phrase, what is your vision for this area?
- WELCOMING
- BUSINESS OPPORTUNITY
- AIRPORT CONNECTION

T.O.D. / STATION AREAS

Land Use - EVERYTHING - HOTEL, 5-10 - LOW-RISE RETAIL	Building Heights - 5-10 STORIES - 5-10 FT. TYPICAL
Design Characteristics - GREEN / MIXTURE OF - DESIGN	Public Realm - 30-40 FT. TYPICAL - MORE LANDSCAPE

In one phrase, what is your vision for this area?
- GREEN, SAFE, INVITING
- MIXED USE OFFICE
- COMPLEX

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- WELCOMING - INVITING - WE CARE

SAN MATEO AVENUE

Land Use - LOW-RISE - MIXED USE - OFFICE	Building Heights - 3-5 STORIES - 10-15 FT. TYPICAL
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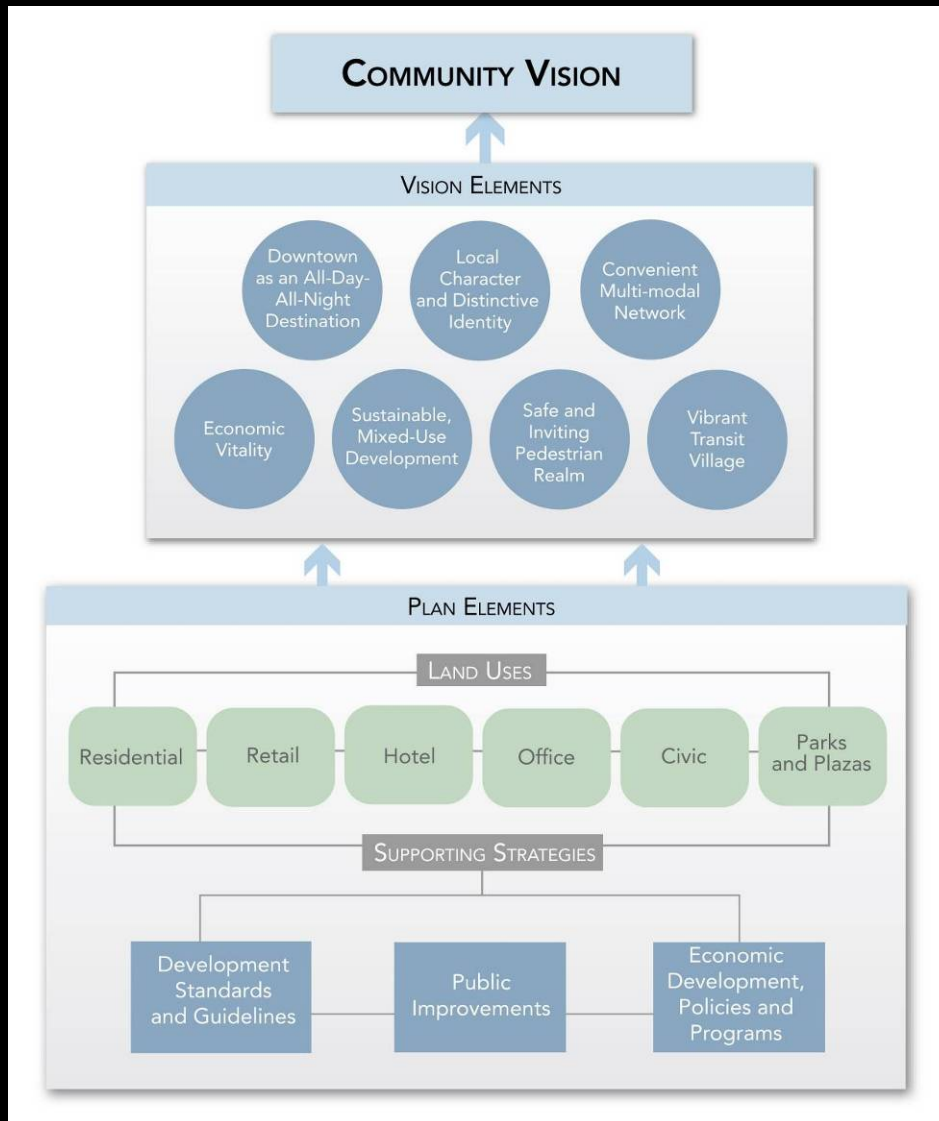
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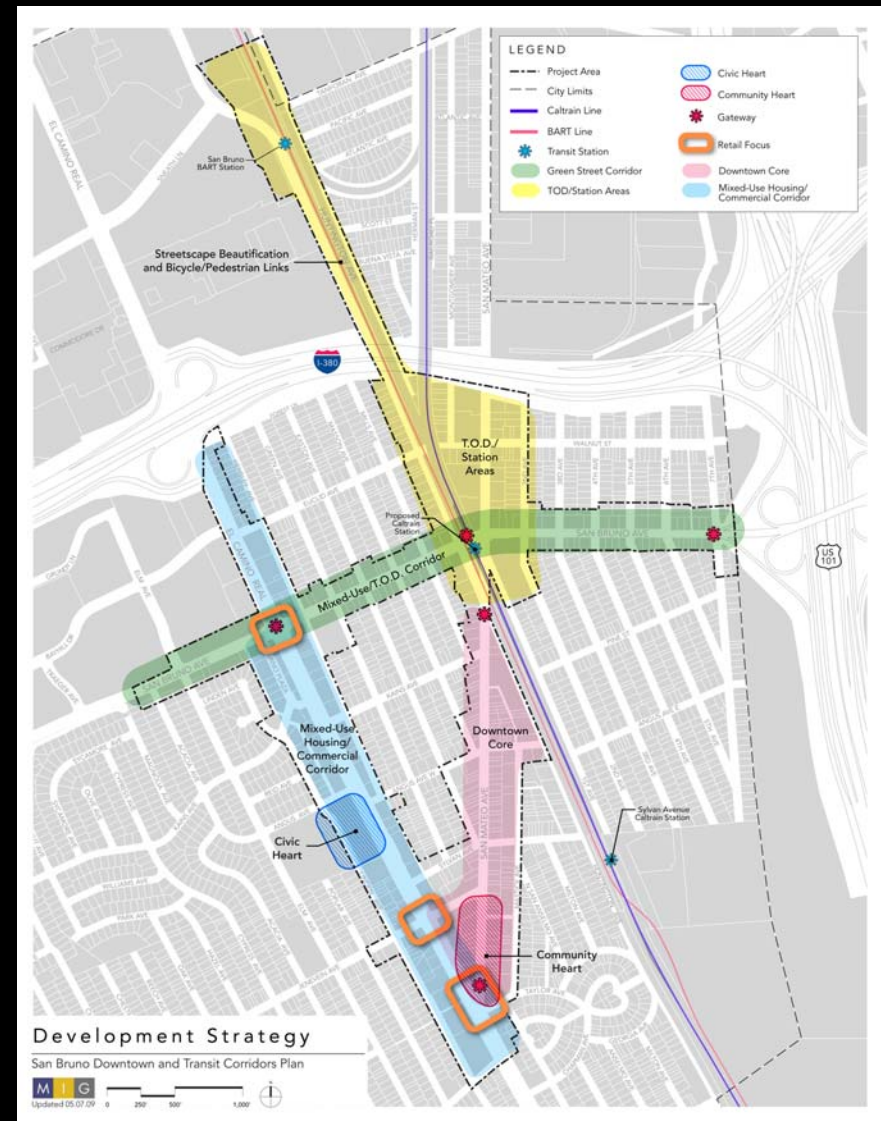
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Vision Framework



Development Strategy



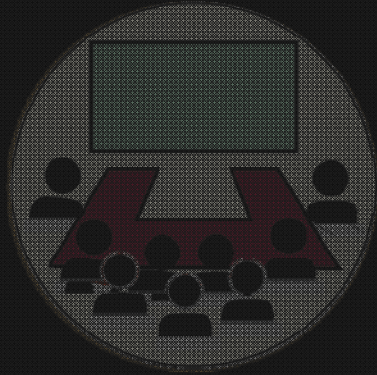
Steering Committee Meetings



September 10

- Preferred Plan Concept
- Catalytic Opportunity Sites

Steering Committee Meetings



September 10

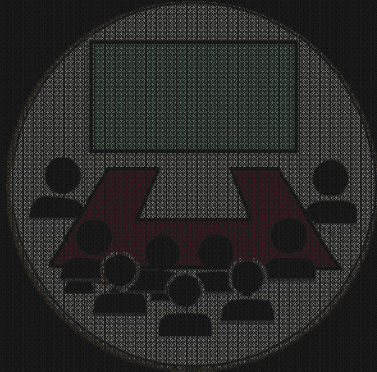
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October 15

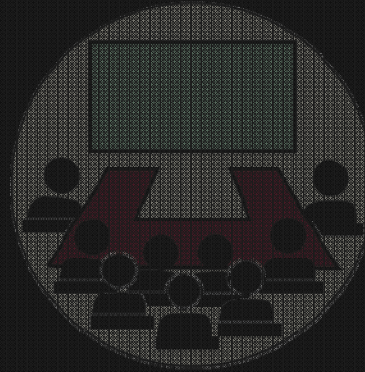
- Design Guidelines

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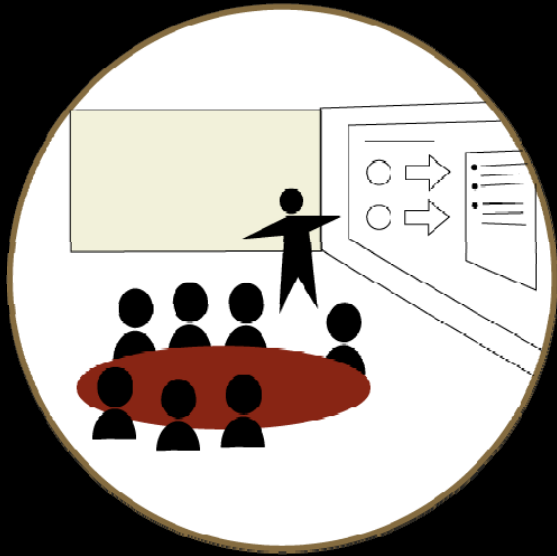
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December 17

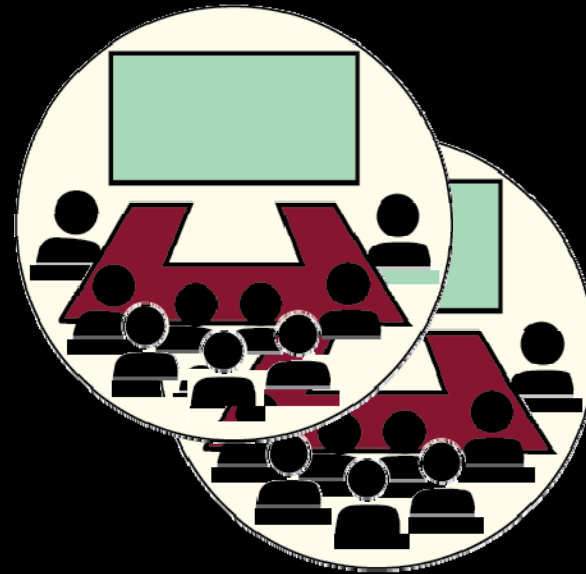
- Review of Draft Plan Document

Additional Meetings



January

- Community Workshop



February

- Planning Commission/
RDA Sessions

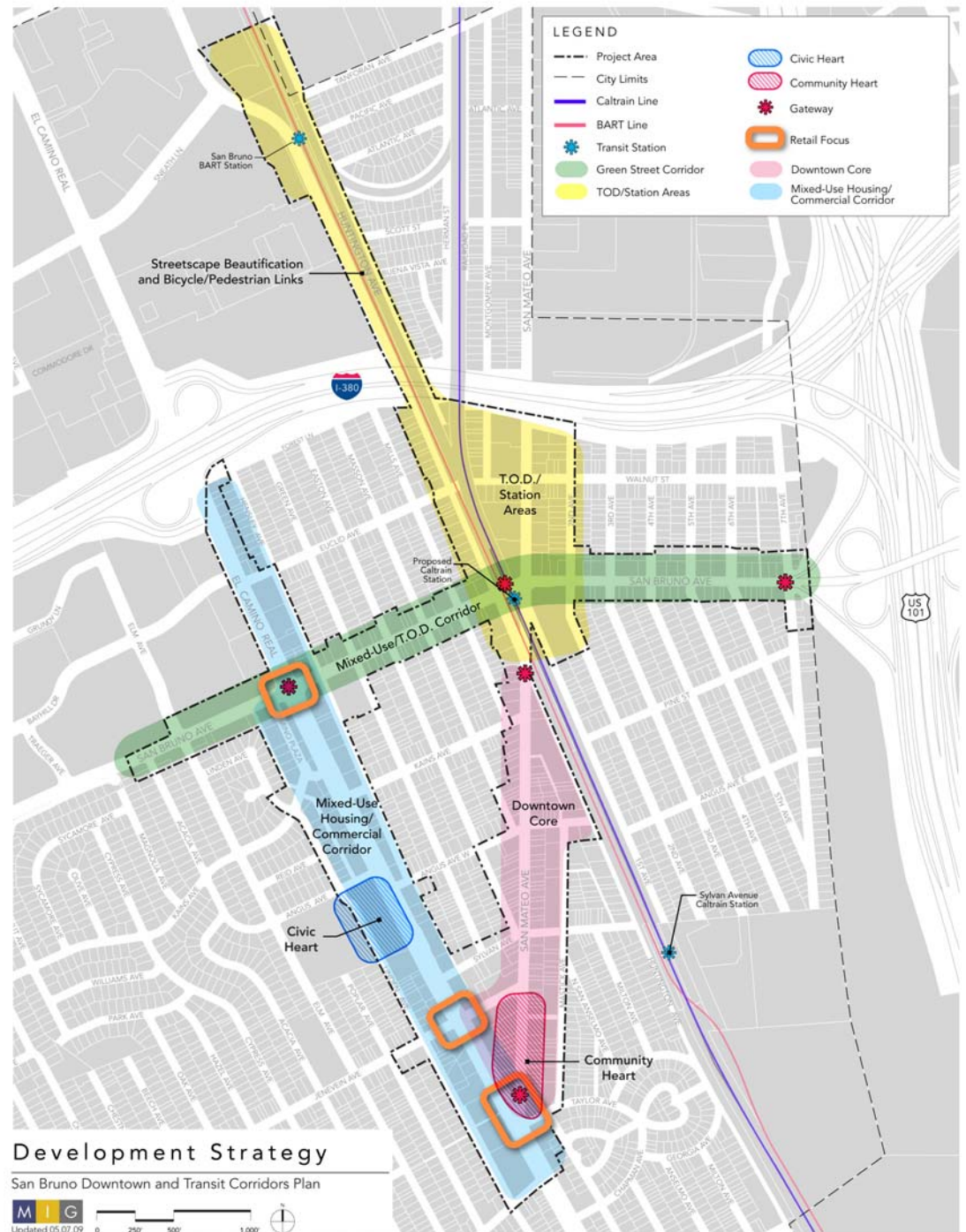
Preferred Plan Concept

Preferred Plan Concept

- 2030 Development Plan Program
- Multi-Modal Transportation Assessment Plan
- Infrastructure Assessment

2030 Development Plan Program

Development Strategy

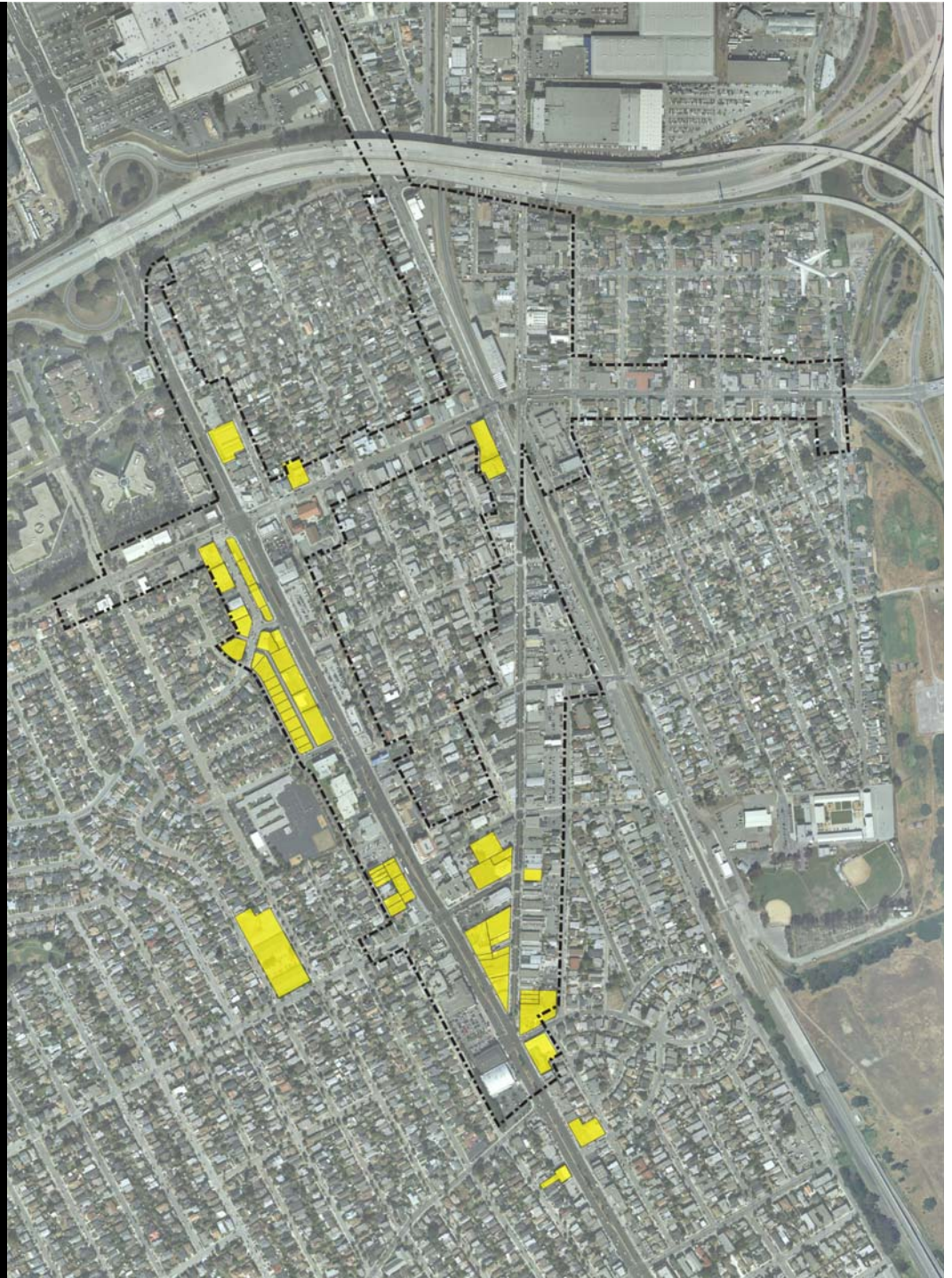


Market Background

- Narrowing development opportunities in the San Francisco Bay Area
- Growing attractiveness of in-fill, transit accessible locations
- Proximity to SFO, BART, high-quality workforce, central location along the Peninsula
- Opportunities for additional high-quality office development to meet the need of technology companies and other tenants

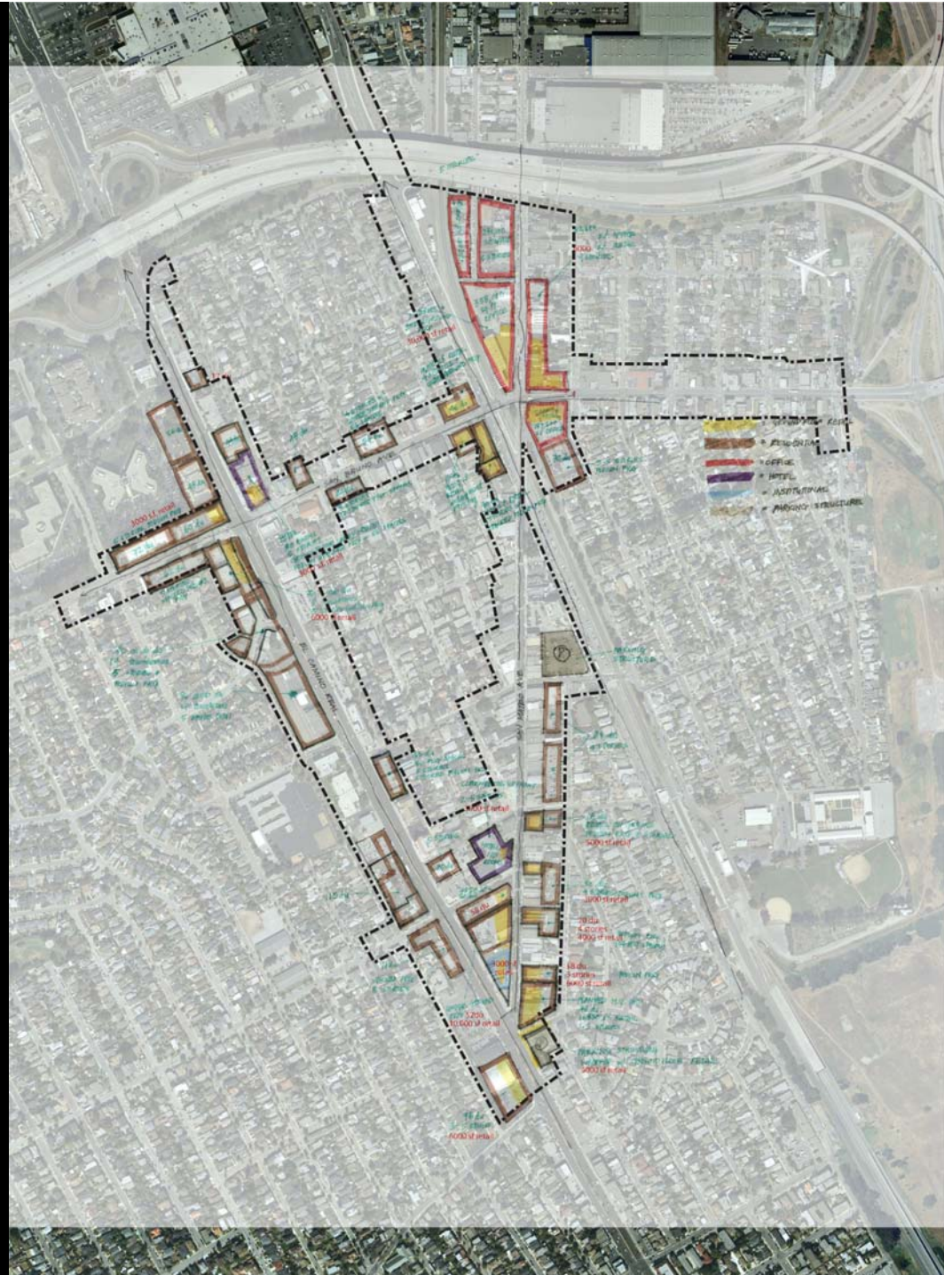
Development Program

	Existing 2009	Proposed 2030
Residential (Units)	350	1648
Office (sq.ft.)	200,000- 300,000	988,000
Retail (sq.ft.)	400,000 - 600,000	157,432
Hotel (rooms)	340	190



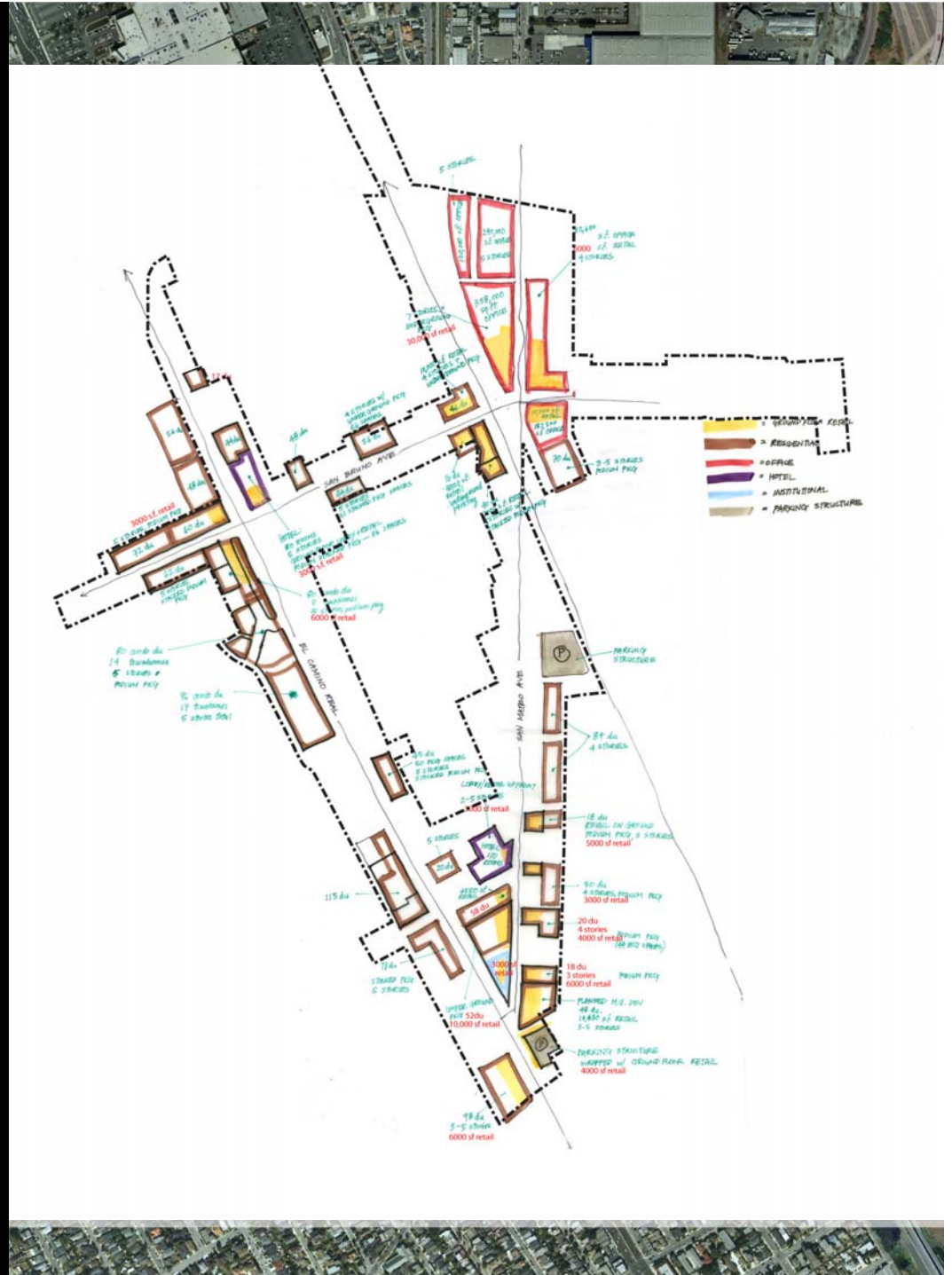
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Multi-Modal Transportation Assessment

Existing Conditions

Transit

- Opportunities to grow transit ridership – low compared to system average
 - Caltrain average weekday ridership 850 passengers
 - BART average weekday ridership 4,200 passengers

Bicycles

- Opportunity to provide enhanced bicycle connectivity/accessibility to downtown and transit facilities

Pedestrian

- San Mateo Avenue has good pedestrian facilities
- Opportunities to increase pedestrian connectivity on El Camino Real and San Bruno Avenue

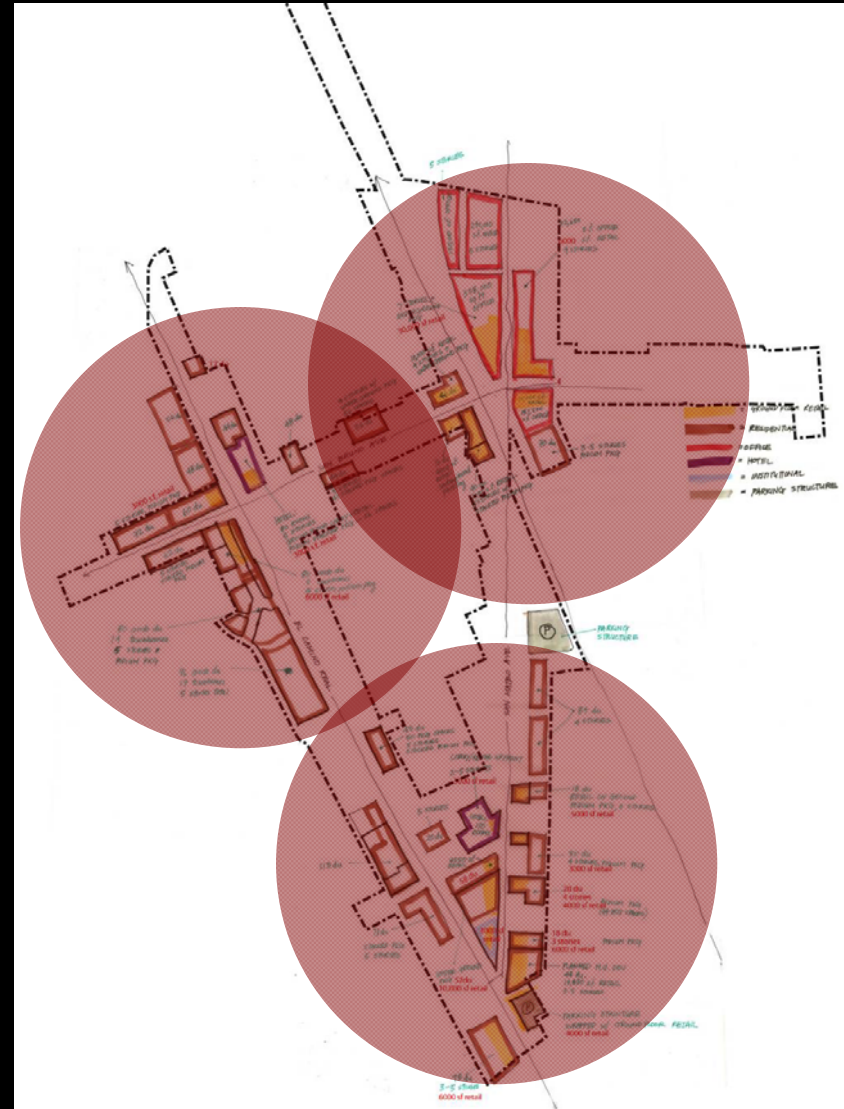
Motor Vehicles

- Overall intersection and roadway segments operate at acceptable levels
- Opportunities for “road diets” (roadway narrowing) at:
 - Huntington Avenue
 - San Bruno Avenue
- Opportunities to improve San Mateo Ave/El Camino Real intersection

Trip Generation Comparison

Trip generation (compared to General Plan)

- Vehicle trips increase by ~50%
- Walking trips increase by ~80%
- Transit trips increase by ~50%



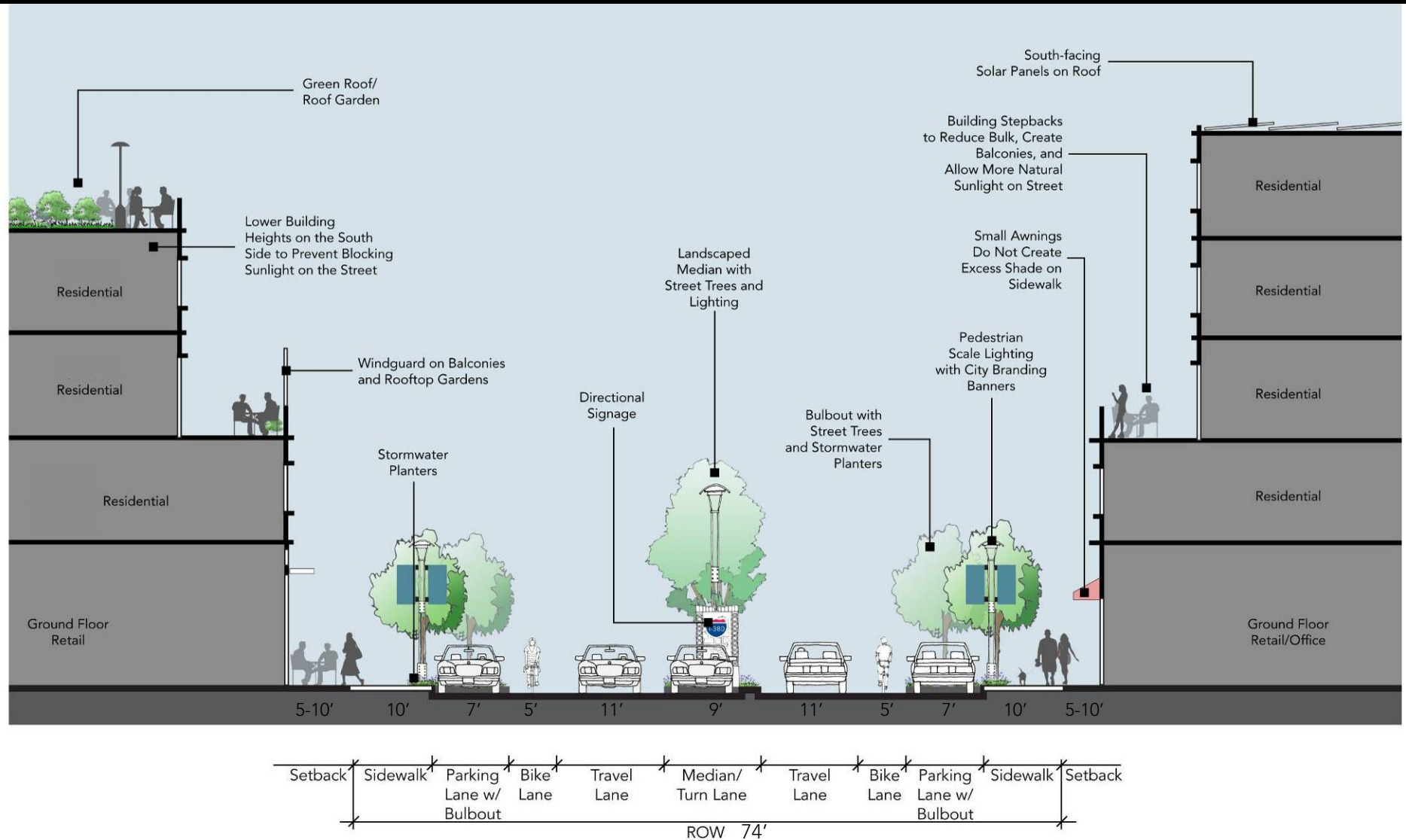
Mixed Use “Walkshed” Areas

Streetscape Improvements

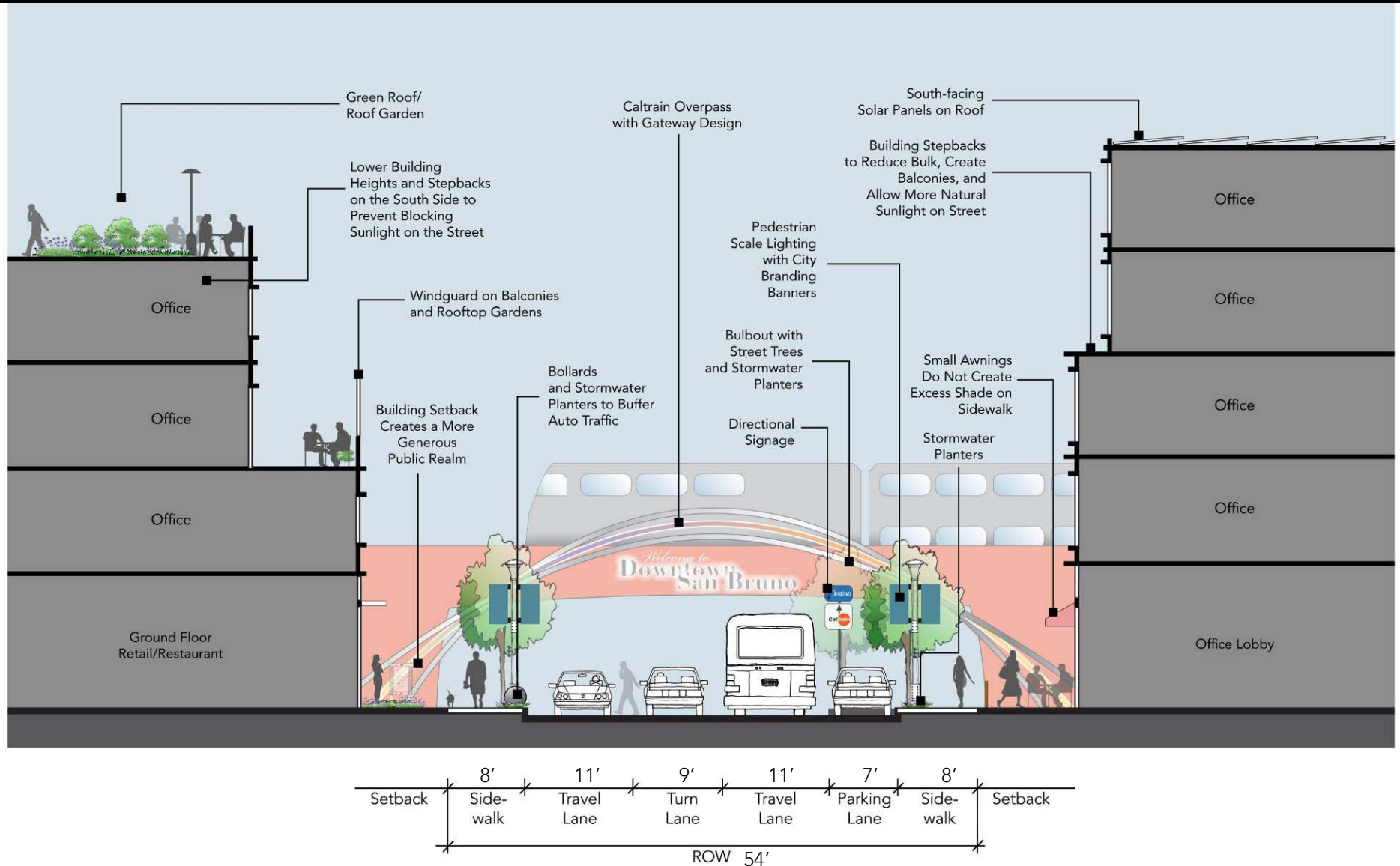


Source: Grand Boulevard Initiative

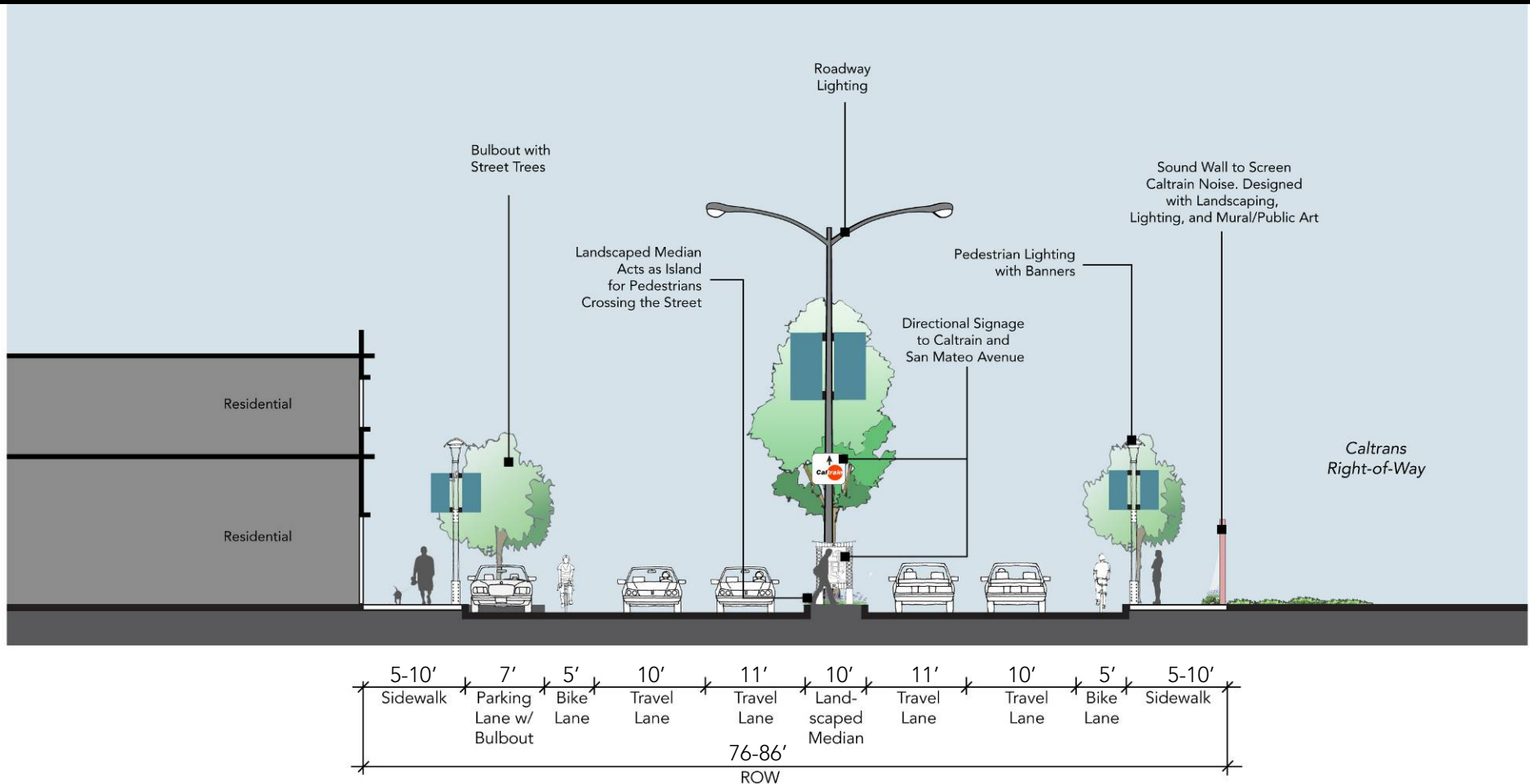
San Bruno Ave. Between El Camino Real and Huntington Ave.



San Bruno Ave. Between San Mateo Ave. and Highway 101

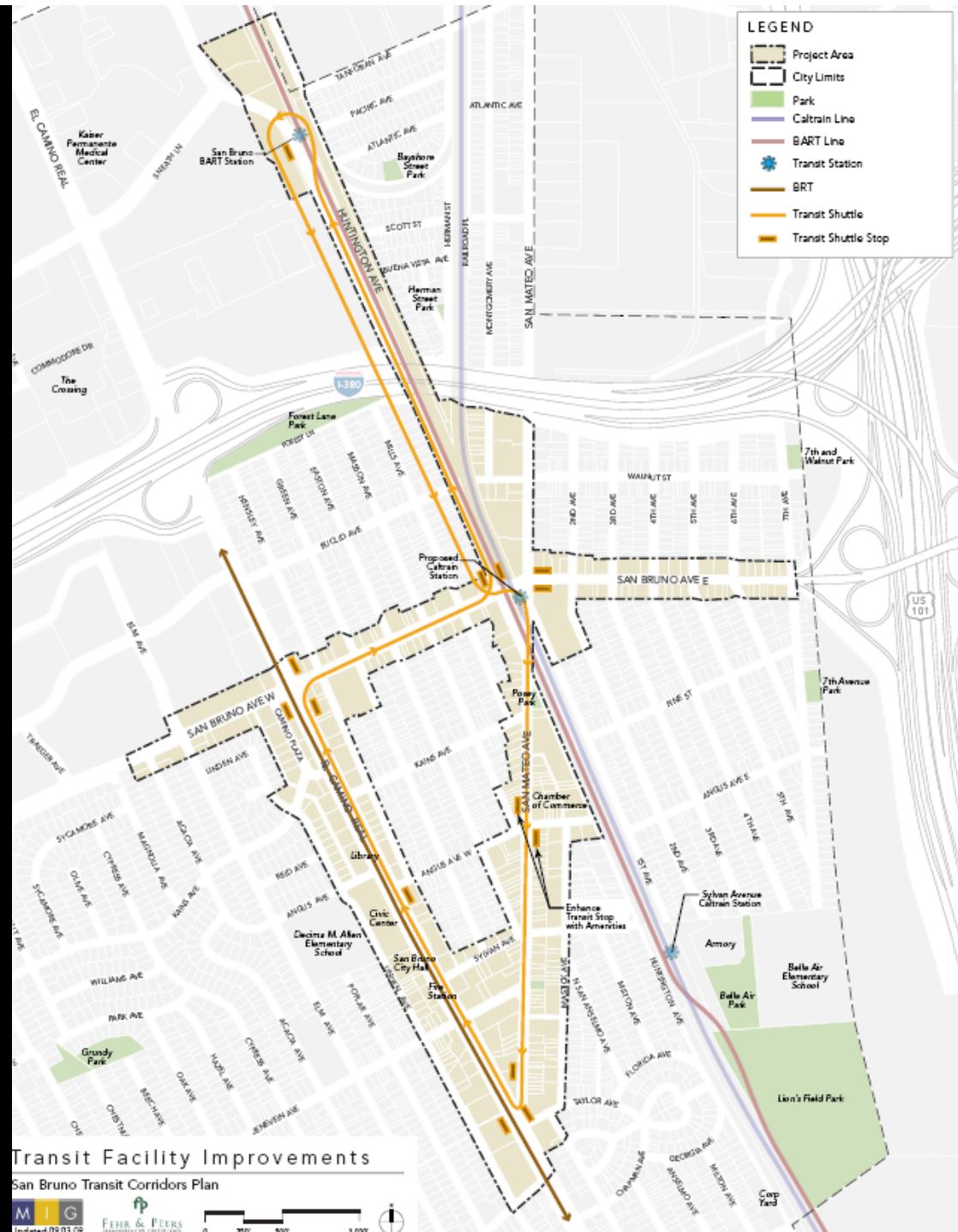


Huntington Ave. South of Highway 380



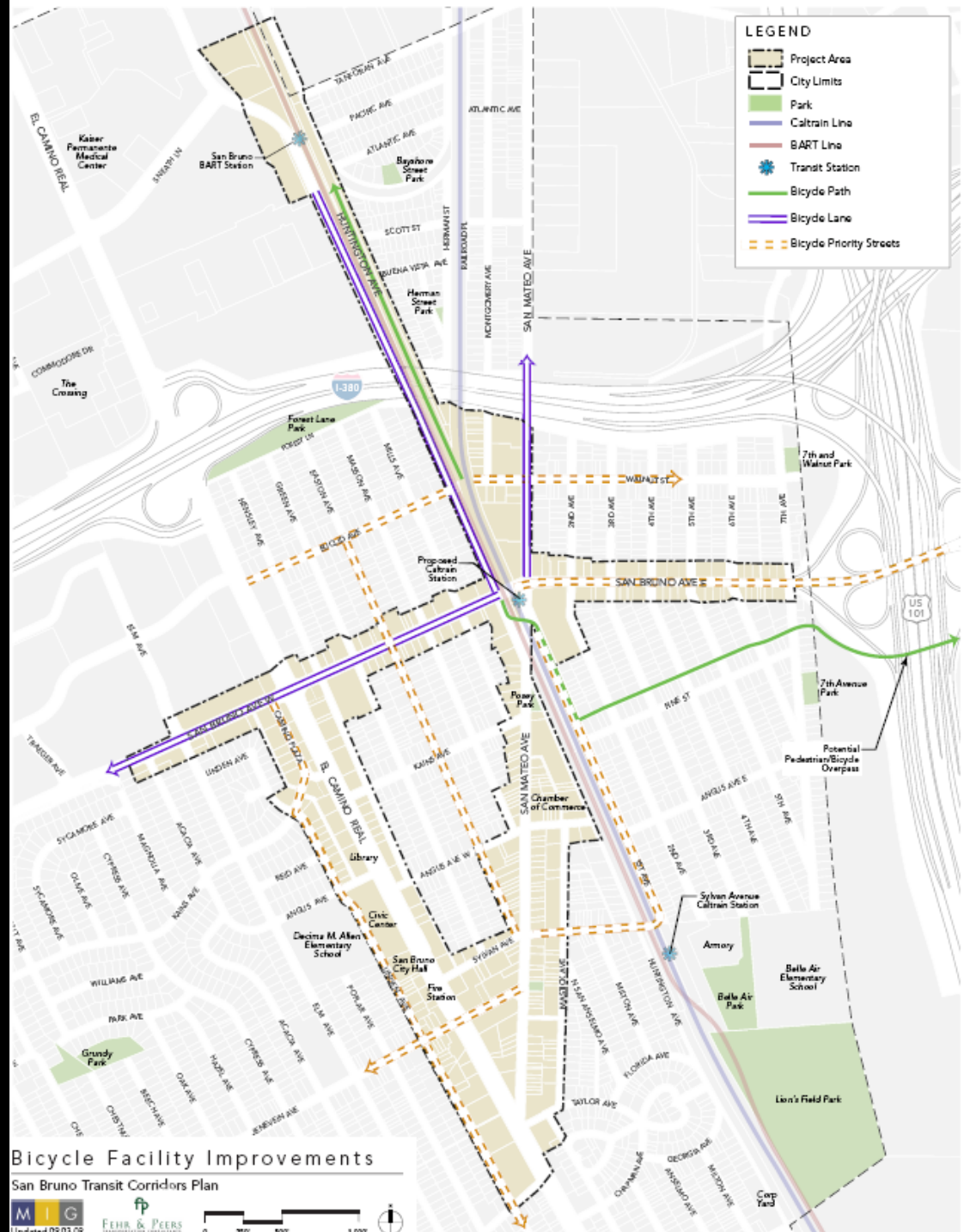
Transit Facilities Improvements

- Ridership estimated to increase by 50% as compared to GP
- Enhance connectivity between downtown, Caltrain, and BART stations
 - Shuttle
 - Increased transit service
- Enhanced transit stops on San Mateo Ave and San Bruno Ave



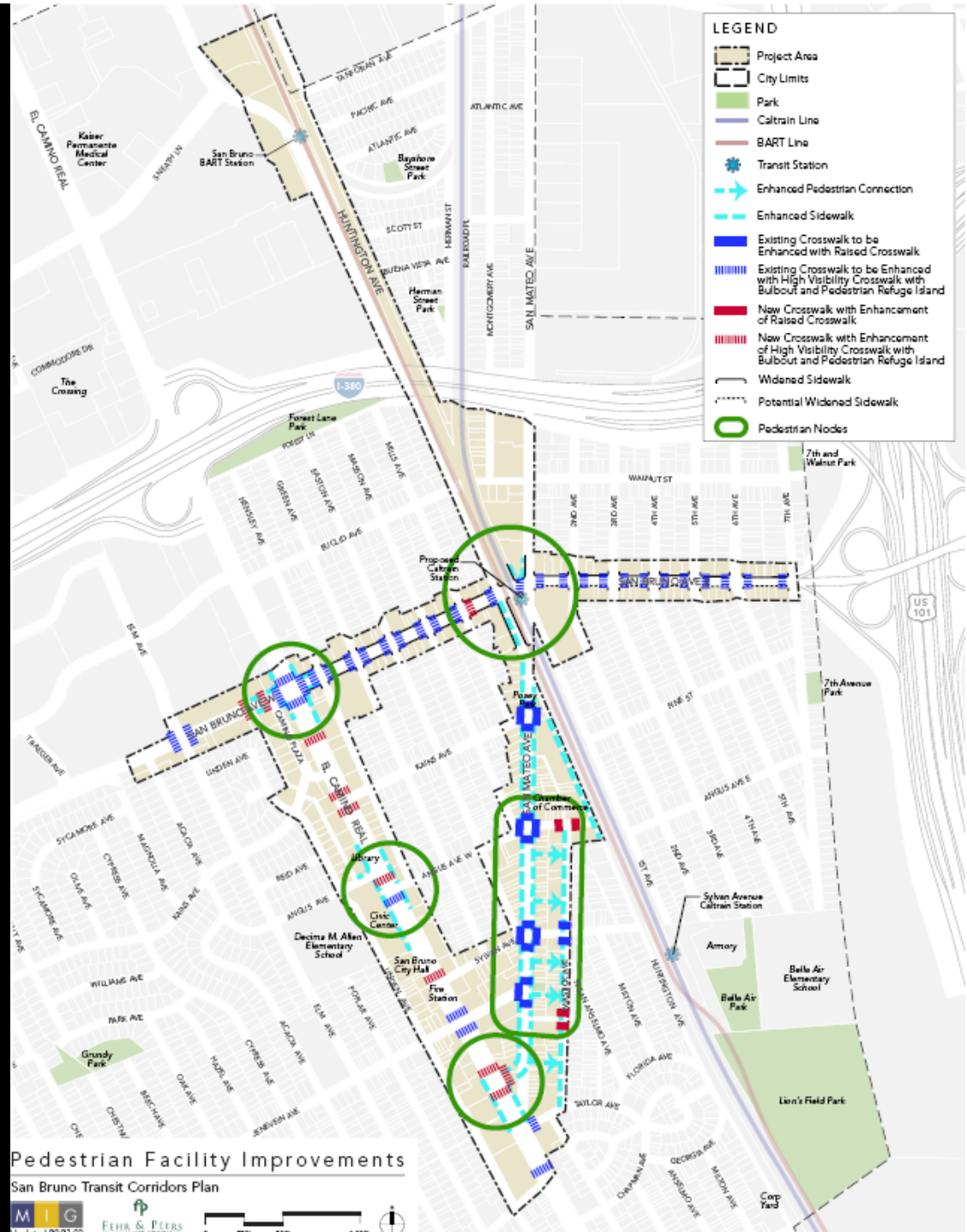
Bicycle Facilities Improvements

- Bike lanes on San Bruno Ave and Huntington Ave
- Bicycle Priority Streets
 - Provide bicycle facilities parallel to main roadways to connect major activity centers in plan area
- Bicycle parking throughout study area



Pedestrian Facilities Improvements

- Walking to increase by 80% as compared to GP
- Raised crosswalks on San Mateo Ave and select locations on San Bruno Ave
 - Reduce travel speed



Pedestrian Facilities Improvements (cont.)

- Widen sidewalks on San Bruno Ave
- Enhanced pedestrian crossings on El Camino Real

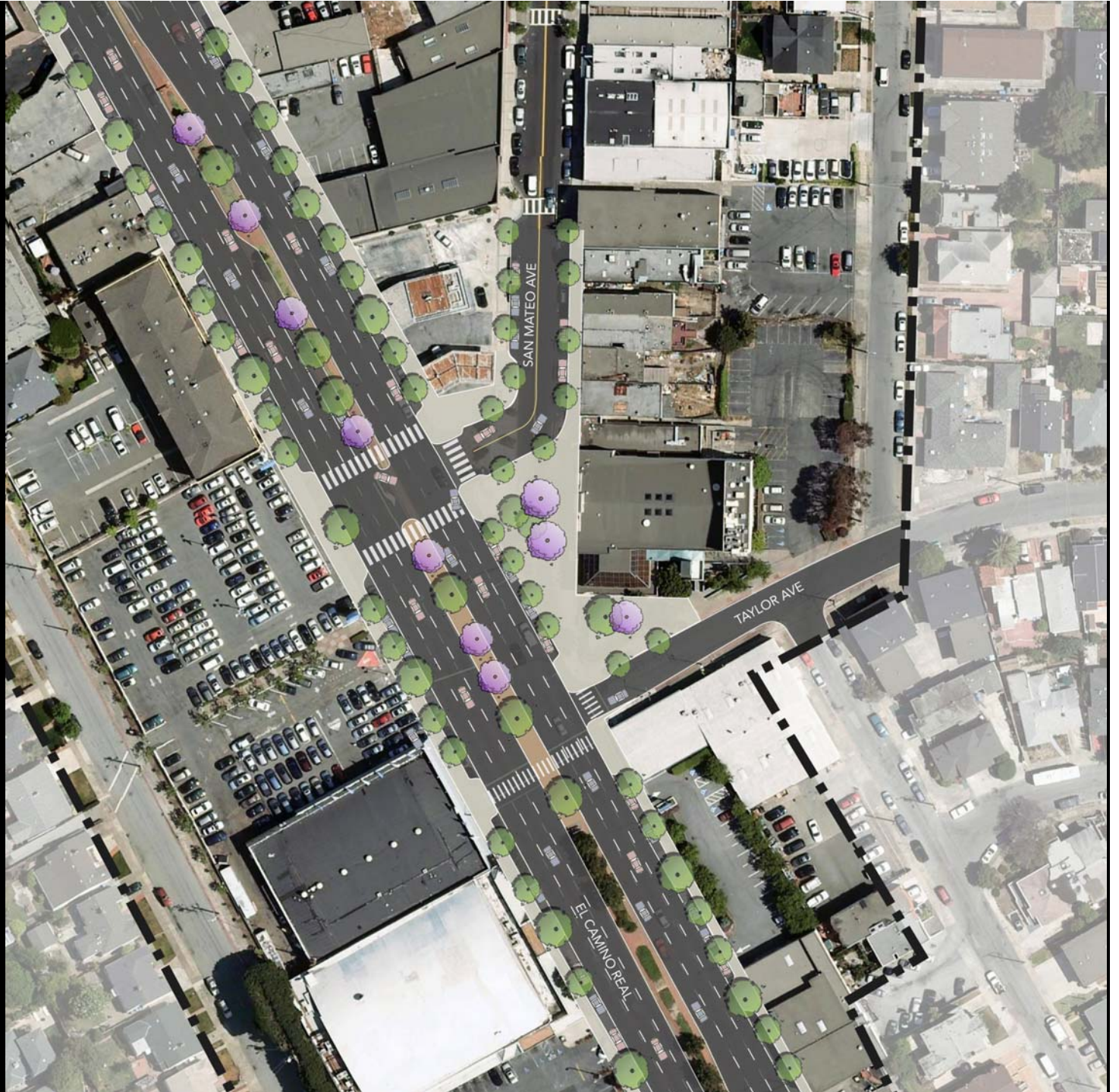


Source:
Left: Fehr & Peers,
Right: Grand Boulevard Initiative

Roadway (Auto) Improvements

1. [San Mateo Ave/ECR realignment](#)
2. [San Bruno Ave west of Huntington Ave](#)
 - 1 travel lane/direction
 - Bike lanes
 - Parallel parking
 - Maintain crosswalks at intersections
 - No new signals
3. [San Bruno Ave east of Huntington Ave](#)
 - Two Alternatives
 - Widen sidewalk + parking on one side + no bike lanes
 - 5-foot sidewalks + no on-street parking + 5-foot bike lanes
4. [Huntington Ave](#)
 - Narrow to two travel lanes with bike lanes north of San Bruno Ave
 - Narrow to two travel lanes between San Bruno Ave and San Mateo Ave
5. [Mastick Avenue](#)
 - Two way travel with traffic calming measures

Street Realign- ment



- **San Mateo Ave/
Huntington Ave**
- **San Bruno Ave/San
Mateo Ave & San Bruno
Ave/ Huntington Ave**
- **Other locations for
future consideration:**
 - **San Bruno Ave/7th
Street/SB US 101 ramps**
 - **San Bruno Ave/Elm Ave**

